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INFORMAZIONE

AL ITALIAN OPERA.

THE ROYAL
CITY HALL.

ROYAL ITALIAN OPERA
COMPANY

HAVING ARRIVED, WILL GIVE
PERFORMANCE
Prior to their Departure for
SHANGHAI.

TOMORROW (SATURDAY),
11th November,
BORETTI'S POPULAR OPERA
"Y. H. L. S."

PRICES OF ADMISSION:

Circles.....	\$3.00.
.....	\$2.00.
.....	\$1.00.
.....	Men at \$3.00 and over, 3 children the Theatre may be seen on Seats.
Messrs. KELLY & WALKER'S, Agents, 9th November, 1892.	[2054]

RE LINE OF STEAMERS.

YOKOHAMA AND HONGKONG.

Leaving

"BRECONSHIRE,"
Commander, will be despatched for
Ports, at Noon, TO-DAY, the 10th
instead of, at the time previously
light or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
8th November 1892. 19024

CHINA STEAM NAVIGATION
COMPANY, LIMITED.
SINGAPORE, PENANG, AND
CALCUTTA.
Company's Chartered Steamship.
"MORAY."
Will be despatched for the above

M.
ight or Passage, apply to
JARDINE, MATTHESON & Co.,
General Managers.
ing, 9th November, 1882. [2055]

**SINGAPORE, PENANG, AND
CALCUTTA.**
teamship

A. B. Macfarish, will be despatched
 over Ports, on THURSDAY, the 16th
 THREE P.M.
 Freight or Passage, apply to
 DAVID SASSOON, SONS & Co.,
 Agents.
 9th November, 1882. [2056]

ELAIDE, VIA SINGAPORE.
 PORT DARWIN and QUEENSLAND
 and taking through Carro to NEW
 Caledonia, TASMANIA,
 (AND FIJI)
 Eastern and Australian Steamship
 Company's Steamer
 "BOWEN,"
 Captain J. L. Bowen, Master.

1. The 24th November, at 4 P.M.
 (all of which must be sent to our
 will be received until 4 P.M. of 23rd
 Contents and Value of the packages
 ed.
 ight or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 ug, 9th November, 1882. {2057

RE SHANGHAI, VIA AMOY.
Large and Passengers at through rates to
Canton, Chefoo, Newchwang, Tientsin,
Hankow, and Ports on the Yangtze).
Company's Steamship

"ANTENOR,"
which will be despatched on or about

Freight or Passage, apply to
 TERFIELD & SWIRE, Agents,
 10, 9th November, 1882. [2059]

AN STEAMSHIP COMPANY.
 LONDON, VIA SUEZ CANAL.
 Company's Steamship

White, will be despatched on or about
 instant.
 Freight or Passage, apply to
 TERFIELD & SWIRE, Agents.
 11th, 9th November, 1892. [1965
 TTY HALL, HONGKONG.
 NOTICE.

W. H. R. MOSSOP,
Acting Secretary,
16th November, 1932. [2040

TENDERS will be received by Undersigned up till NOON of FRI-
24th instant, for the ERECTION of
an additional ROOM to the Entrance Lodge of
the Naval Hospital, according to Plan,
and Conditions which can be seen
on application at the Naval Storekeeper's Office.

WILLIAM HYNES,
For Naval Storekeeper.
[2060
FOR SALE.
possession on the 1st January next.)

REDE, situate in Lab Kee Tah, near
Jetty, on the Island of Kulangsoo,
eight rooms, with Bathrooms, Kit-
attached to the first and second stories
nts' quarters on the ground floor,
and the building.
A full view of the house sent to in-
archasers residing abroad and further
given, on application to

At Messrs. JOHNSTON & Co.
 11th November, 1892. [2054]

LOST.

TRANSFER DEED with **SCRIP** attached for 20 **LUZON SHARES**, being one transfers of the same number of Shares as Hon. F. B. JOHNSON. The Under

Also,
TRANSFER DEED for 5 LUZON SUGAR
 the name of Mr. C. P. CHATER,
 D. NOWROJEE,
 Hongkong Hotel.

EPH GILLOTT'S
STEEL PENS.
GOLD MEDAL, PARIS, 1878.
by all Stationers and Dealers: 1919

THE CHRONICLE AND DIRECTORY
FOR 1883.
With which is incorporated
THE CHINA DIRECTORY.

THE CHRONICLE AND DIRECTORY, which is now in its TWENTY-SEVENTH YEAR OF PUBLICATION, has been considerably extended, both in the Directory proper and in the Appendix. The Directory proper and the Appendix, which is the former, whilst the latter includes the NEW ORIGIN IN COUNCIL, for the Government of British Subjects in China and Japan, the AMENDMENT TREATY between RUSSIA and CHINA, the NEW TREATY between the UNITED STATES and CHINA, a translation of the TREATY between SPAIN and ANNUAN signed in 1880, and THE ALPHABETIC LIST OF 1880 RESIDENTS has been increased by upwards of 1,100 names, and gives reference to over 2,000 NEW RESIDENTS.

THE CHRONICLE AND DIRECTORY is embellished with the following Lithographic MAPS and PLANS:—
CODE OF SIGNALS IN USE AT VICTORIA PEAK, MAP OF THE ISLAND OF VICTORIA, PLAN OF THE CITY OF CHINA, PLAN OF THE CITY OF CANTON, PLAN OF THE FOREIGN SETTLEMENTS AT SHANGHAI, PLAN OF YOKOHAMA, MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

The large Edition contains ONE THOUSAND pages of printed matter. It is indispensable to every Mercantile Office in the Far East and will be found a useful and ready means to those travelling either on business or pleasure.

THE CHRONICLE AND DIRECTORY is published in Two Forms—Complete at \$5; or with the List of Residents, Port Descriptions and Directories, Plan of Victoria, Code of Signals, etc., at \$3.

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NOTICE.
S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor and his Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS.
PATENT MEDICINE VENDORS.
DRUGGISTS' SUPPLIERS.
AND
AERATED WATER MAKERS.

SALES' MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

Mr. STROVACH, "passes are issued to Chinese, but subject to the condition that they do not exempt the goods from the local duties." This proviso could scarcely have been insisted upon had there been a foreign-merchant established here at the opening of the port, and of course it would vanish should one ever come to open a business. In the meantime the Chinese merchants acquiesce in the arrangement as "on the whole a gain to them." In reference to Ningpo, again, Mr. Allen says:—"The goods which go up country are, subject to the duties of the Treaty of Tientsin, as well as to the transit duties levied by the custom house. I have no hesitation in saying that a large proportion of the transit passes taken out by foreigners are for the Chinese merchants to hire a foreigner to take out transit and lekin passes in his own name on their account. The result is that foreign goods do not bear descriptions (except opium) have to bear 'import' when they are brought to Tientsin, and are subject to the duties of the Treaty of Tientsin. If the consul should apply for redress, he would find himself 'silenced by this resort, from the Chinese authorities.' You cannot show an instance in which a British merchant has sent goods, *bona fide* his own property, into the interior, and has been charged the lekin on them. I think that if the experiment were tried of a shipment of goods up country, covered by transit pass only, the lekin office 'being utterly ignored, the goods would probably be detained at the first barrier until inquiries had been made, after which they would probably go to their destination without further interference.' These extracts from the consular reports show that the Chinese authorities will make exceptions on foreign trade whenever they have the opportunity, but there is really no reason, except the supineness of those interested, why foreign goods should not circulate as freely from every one of the open ports as they do from Kiangling. Some little confusion appears to exist as to what goods are entitled to the benefit of the transit pass system. For instance, Mr. PLAYFAIR speaks of them as 'goods conveyed into or from the interior by or for foreign merchants.' As a matter of fact, it is, or ought to be, immaterial whether the goods have passed into Chinese hands or not; so long as they are of *bona fide* foreign origin they are entitled to the full benefits of the transit pass system. It is true the treaty is not so clearly worded upon this point as it might have been, but the interpretation we have put upon it can be satisfactorily shown to be the correct one. The Treaty of Nanking says that 'when British merchandise shall have been paid . . . the regulated customs and dues . . . such merchandise may be conveyed by Chinese merchants to any province or city in the interior of the Empire of China on paying a further amount of transit duties, which shall not exceed . . . etc.' The 28th article of the Treaty of Tientsin confirms this article of the Nanking Treaty, but the stipulation is thus worded:—'It shall be at the option of any British subject desiring to convey produce purchased inland to a port, or to convey imports from a port to an inland market, to clear his dues of all transit duties by payment of a single charge.' A contributor to the *China Review*, writing upon this subject some months ago, says:—'For many years after the signing of the last treaty the unambiguous wording of the 10th article of the Nanking Treaty appears to have been overlooked; article 28 of the new treaty of Tientsin was accepted as the authority, and for fully ten years seems to have been construed by British and Chinese officials to mean that this particular stipulation was intended for the protection and exemption from taxation of British-owned goods of foreign origin, and that the Chinese owner of British manufactures could not claim the same privilege when conveying native-owned imports. Hence the origin of the practice of getting foreign merchants to take out transit passes for Chinese-owned foreign imports, or of selling the goods to the native dealer provided with a transit pass to protect them to their inland destination.' This interpretation was evidently inaccurate, for the object of the stipulation in the treaty must be taken to have been, not to secure to the British merchants in China a commercial advantage not enjoyed by native merchants, but to secure to British goods immunity from arbitrary and excessive taxation. The intention was that the goods should reach the consumer after the payment of certain duties agreed upon. They must necessarily pass through the hands of a Chinese middleman, and it was while they were in his hands that the greatest danger existed of prohibitive duties being laid upon them. This was the danger which had to be guarded against, and the wording of the Nanking Treaty is as clear as possible upon the point. It is a matter of indifference to the British manufacturer and the merchant whether the goods pass into the Chinese middleman's hands at the treaty ports or after conveyance to an inland market. The thing to be guarded against is any interference with their legitimate sale after they have passed into his hands, because if the native trader be squeezed the cost ultimately falls on the consumer, the goods are taken in lesser quantity, and finally it is the manufacturer who suffers by decrease or want of increase in the demand, the merchant and trader also suffering in proportionate degree. In 1871 the then Viceroy of the Two Kiang promulgated the correct interpretation of the treaty, 'to the effect that the right principle of distinction in issuing passes being origin and not ownership, Chinese goods could also avail themselves of the clause to cover their own consignments of imports.' This interpretation having been officially adopted in one part of the empire, its adoption ought to be insisted upon at all the ports. In the provinces of the Two

Kwang transit passes are made use of only to a very small extent. The reason for this, so far as regards the trade entering at Canton, is explained by the writer in the *China Review* from whose article we have already quoted. He says:—'For fully twenty years this "port trade at Canton in foreign goods" has been entirely in the hands of Chinese; that is to say, the native dealers went to Hongkong to purchase their supplies instead of buying them from the resident merchants at Canton. . . . In the North, until within the last decade, it was otherwise. Foreign merchants at the Yangtze and other ports sold their imports to the country dealers, and for a long time held a monopoly in the sale of imports, and consequently had an interest in relieving their consignments, whether owned or sold to Chinese, of the heavy transit duties generally known as lekin. It was very different in the South; at Canton, the trade being monopolised by Chinese, they had no one to advocate their claims, and no "importers of foreign manufactures," to whom a transit pass, and indeed at that time had they applied they would have been refused on the ground that it was "held by both Consular and Customs officials that the correct principle of distinction in the issue of these certificates was ownership and not the origin of the goods," an interpretation evidently still upheld to this day by the Canton officials, judging from the tenor of the Kiang-chow and Pakhoi transit rules. Thus it appears that when there have been no foreign merchants to push their claims to transit passes, the system has remained inoperative and will continue inoperative. At Canton how could it be otherwise? At the northern ports, even with the energetic representations of Consuls and Chambers of Commerce, sometimes supported with "gunboat influence, the system has only lately begun to work satisfactorily; while in Kiangtung, not only has the system never been inaugurated, but we feel sure that the transit rules have never been promulgated; and if they were now made public they would be of no avail unless foreign merchants, in the interest of manufacturing trade at home, were to see that the rules were honestly carried out, because, as the import trade is all in Chinese hands, unless foreign merchants certify the goods for the purchaser until the system is firmly implanted in these provinces, the local authorities are certain to place such obstacles in the way of its extension, if solely for the benefit of Chinese-owned foreign imports, that native dealers will never venture to face them unaided by Consular assistance obtained through foreign merchants. There is, we conceive, a grave objection to foreign merchants certifying goods which do not belong to them. It is in the nature of a trick. What ought to be insisted upon is that foreign goods should be allowed to circulate freely after having paid the proper duties, without the aid of trickery of any kind. A *modus operandi* might easily be arranged which would not be open to this objection. For instance, if it is absolutely necessary to have anything in the nature of a foreign certificate it might be arranged that a foreign merchant selling goods to a Chinaman who desired to convey them into the interior should give them a sale note, which, being signed by the Consul, should entitle the holder of the goods to a transit pass from the Customs upon application. If this were done the question of fictitious ownership could not arise, and the principle that it is the origin of the goods and not their ownership that entitles them to the pass would be vindicated. This, however, is merely a matter of detail. What ever routine may be decided upon, the principle that foreign goods should be admitted to the interior on the basis of the treaty stipulations cannot be too energetically insisted upon. This is not a matter of dreams and visions. We know what the transit pass system has done for foreign trade at the Yangtze ports; the great benefits it would bring to the trade in the South are patent to any observer. The value of the trade in foreign goods with Canton and the other open ports in Kwangtung has been estimated, on what appears to be reasonable grounds, at over \$31,000,000. If this trade were expanded in the same way that the trade at the Yangtze ports was expanded when the transit pass system was put into proper working, the benefits to the Colony and to the home manufacturers would be considerable and much more than sufficient to repay them for the labour they would have in bringing about the result. It would of course be mere guess work to set down in figures any estimate of what the expansion might amount to, but it would not be too extravagant, we think, to anticipate that the trade might in the course of a few years be increased by at least one-third its present volume. The matter is one which ought to be kept prominently in view by our local Chamber of Commerce, and place goods merchants would do well to represent the matter to their home constituents in order to induce concurrent action on the part of the Chambers of Commerce in England. Manufacturers are as much or more interested in it than the local merchants.

The delivery of the American mail was begun at 3.45 yesterday afternoon.

The ship *Lucy A. Nichols* arrived at San Francisco from Liverpool, 17 days from Hongkong.

The Ocean Steamship Company's steamer *Antonia*, from Liverpool, left Singapore for this port on Wednesday evening.

The annual meeting of shareholders in and subscribers to the City Hall, which was fixed to take place to-day, is postponed to Wednesday next.

Yesterday was the birthday of His Royal Highness Albert Edward, Prince of Wales. The Prince's birthday is celebrated on his forty-second year.

The Agents (Messrs. Siemens & Co.) inform us that the D. D. steamer *Frontina*, from Hamburg, will leave Singapore for this port on the 11th instant.

In the report of the cases of Stevens and another v. Chan Bok and another published yesterday, a mistake occurred in the 10th line of the *Justice* column. For "denegatio" "damages" ought to be read.

A telegram in the American papers, dated St. Petersburg, October 4th, says:—The death of the Chinese Minister at St. Petersburg, Mr. Chen, solves a grave diplomatic difficulty, as China persistently demanded his surrender.

POLICE COURT.
9th November.

REPORT MR. H. E. WOODHOUSE.

LARCENY OF A CLOCK.
Cheong Ann, a Chinese, was committed to three months' hard labour for stealing a clock, value \$2.80, from brother No. 180, Square-street, on the 8th instant. He was caught leaving the room with the clock in his hand.

BARROW BOYS MAJESTATES.
KIDNAPING.
Chan Yow-haw, a Chinese, was brought on, on remand, charged with kidnapping a little boy five years of age from his mother, and taking him to the Police Station. The child is the son of Chinese parents who were a stranger to him, and he had been arrested and put on board the Police Ship. The child stated that he was in the street at Yow Maik Tok, and was taken to the Police Station by a man who told him to go with him to the Police Station. The boy went and was taken on board the Hongkong launch, where he met his father. The defendant, when under arrest, said his friend told him to take the child, and he did not know what his friend was going to do with it. He also said that he had known the boy was the son of a constable, he would not have taken him. The defendant alleged in court that the charge was trumped up against him, because he had the boy's father for \$30 he owed him. The man admitted having been sent to goal four times for larceny.

He was committed to two years' hard labour.

PETTY LARCENY.
Ho Aun, a Chinese, was committed to three weeks' imprisonment for stealing a bucket and a hat, value \$1.00, from a boat lying off the Police Station on the 8th instant.

CHARGE OF RESCUING FROM THE POLICE.
L. A. Silva, clerk, and H. Canisio, shoemaker, of the steam launch *Academy*, were summoned before the court on a charge of rescuing Pong Mah Yee, a Chinese, from the custody of the Police. The case was remanded till to-morrow.

The constable alleged that on the afternoon of the 6th he was on duty at the Police Station when he noticed a crowd of Portuguese and Chinese. He went among them and seized a Chinaman who had a number of the Police Lottery tickets on him. He was about to take this man to the Station when the defendants intervened and asked him to let the man go, and when he declined to do so, they rescued the prisoner by force, after which they ran away. He was instructed to take out a summons against them when they refused the matter. No ground was given for going on at the time, but the crowd was evidently there for the purpose of the Police gambling.

The defendants denied taking the *Academy* story, they were rescued from the custody of the Police. The case was remanded till to-morrow.

The *Academy* in this case was summoned by Mr. A. J. Barretto, clerk, for making a disturbance in his house, and abusing the constable, using language likely to have caused a breach of the peace, on the same day.

This case also was remanded till to-morrow.

CORRESPONDENCE.
(We do not hold ourselves responsible for the opinions expressed by our correspondents.)

THE S. S. "PALADIN."
TO THE EDITOR OF THE "DAILY PRESS."
DEAR SIR:—Please to insert the following in your paper, and oblige.—Yours truly,
FRANCIS PHILIP AUBIN,
Honorary Secretary of the S. S. "Paladin."
Hongkong, 9th November, 1882.

We the undersigned have great pleasure in returning our thanks to the officers, crew, and the Chinese crew of the *Paladin* for their kind attention shown to us, during the time we were on board in returning from Hongkong, after being wrecked in the steamer *Paladin*. We would like to express our appreciation of the treatment we received from the Captain, Mr. J. J. Barretto, who, on being made acquainted with our circumstances, immediately took us on board his junk and supplied us with everything we required.

(Signed) FRANCIS PHILIP AUBIN, Master.
ADOLPH BENSON, Chief Officer.
JOHN T. WARDLE, Chief Engineer.
CHAS. BENSON, Second Engineer.
THOMAS A. WHITEHEAD, 3rd Do.

CANTON.
[FROM OUR CORRESPONDENT.]
The fire was completely suppressed at about nine o'clock on Tuesday night. It is now believed that about 800 houses have been destroyed, or, at least, more than was at first supposed. I am sorry to hear that it was not extinguished until 10 o'clock, for the loss of life, for several of the firemen were burned to death, and three hand engines were consumed owing to their getting jammed up in the narrow streets. About fifteen hundred persons were rescued from the flames, and the fire was caused by a firewood and charcoal dealer, and it consequently got a good hold at the outset.

THE AMERICAN MAIL.
The O. and O. steamer *Bellevue*, Captain Davidson, with the American Mail of the 10th ultimo, arrived here yesterday afternoon. The subject of the mail is the *Paladin*, which is the only ship to have been wrecked in the Gulf of Mexico since the 1st of January.

THE GREEK REVOLUTION.
The Greek revolutionaries have been successful in their operations, and the Turkish forces have been driven from the capital, Athens. The revolutionaries are now in possession of the city, and the Turkish forces are being driven from the city.

THE EGYPTIAN REVOLUTION.
The Egyptian revolutionaries have been successful in their operations, and the Turkish forces have been driven from the capital, Cairo. The revolutionaries are now in possession of the city, and the Turkish forces are being driven from the city.

THE ITALIAN REVOLUTION.
The Italian revolutionaries have been successful in their operations, and the Austrian forces have been driven from the capital, Rome. The revolutionaries are now in possession of the city, and the Austrian forces are being driven from the city.

THE SPANISH REVOLUTION.
The Spanish revolutionaries have been successful in their operations, and the French forces have been driven from the capital, Madrid. The revolutionaries are now in possession of the city, and the French forces are being driven from the city.

THE PORTUGUESE REVOLUTION.
The Portuguese revolutionaries have been successful in their operations, and the British forces have been driven from the capital, Lisbon. The revolutionaries are now in possession of the city, and the British forces are being driven from the city.

THE DUTCH REVOLUTION.
The Dutch revolutionaries have been successful in their operations, and the Dutch forces have been driven from the capital, Amsterdam. The revolutionaries are now in possession of the city, and the Dutch forces are being driven from the city.

THE SWISS REVOLUTION.
The Swiss revolutionaries have been successful in their operations, and the Swiss forces have been driven from the capital, Bern. The revolutionaries are now in possession of the city, and the Swiss forces are being driven from the city.

THE AUSTRIAN REVOLUTION.
The Austrian revolutionaries have been successful in their operations, and the Austrian forces have been driven from the capital, Vienna. The revolutionaries are now in possession of the city, and the Austrian forces are being driven from the city.

THE PRUSSIAN REVOLUTION.
The Prussian revolutionaries have been successful in their operations, and the Prussian forces have been driven from the capital, Berlin. The revolutionaries are now in possession of the city, and the Prussian forces are being driven from the city.

THE RUSSIAN REVOLUTION.
The Russian revolutionaries have been successful in their operations, and the Russian forces have been driven from the capital, St. Petersburg. The revolutionaries are now in possession of the city, and the Russian forces are being driven from the city.

THE TURKISH REVOLUTION.
The Turkish revolutionaries have been successful in their operations, and the Turkish forces have been driven from the capital, Constantinople. The revolutionaries are now in possession of the city, and the Turkish forces are being driven from the city.

THE PERSIAN REVOLUTION.
The Persian revolutionaries have been successful in their operations, and the Persian forces have been driven from the capital, Teheran. The revolutionaries are now in possession of the city, and the Persian forces are being driven from the city.

THE INDIAN REVOLUTION.
The Indian revolutionaries have been successful in their operations, and the Indian forces have been driven from the capital, Calcutta. The revolutionaries are now in possession of the city, and the Indian forces are being driven from the city.

THE CHINESE REVOLUTION.
The Chinese revolutionaries have been successful in their operations, and the Chinese forces have been driven from the capital, Peking. The revolutionaries are now in possession of the city, and the Chinese forces are being driven from the city.

THE JAPANESE REVOLUTION.
The Japanese revolutionaries have been successful in their operations, and the Japanese forces have been driven from the capital, Tokyo. The revolutionaries are now in possession of the city, and the Japanese forces are being driven from the city.

THE KOREAN REVOLUTION.
The Korean revolutionaries have been successful in their operations, and the Korean forces have been driven from the capital, Seoul. The revolutionaries are now in possession of the city, and the Korean forces are being driven from the city.

THE VIETNAMESE REVOLUTION.
The Vietnamese revolutionaries have been successful in their operations, and the Vietnamese forces have been driven from the capital, Hanoi. The revolutionaries are now in possession of the city, and the Vietnamese forces are being driven from the city.

THE LAOSIAN REVOLUTION.
The Laotian revolutionaries have been successful in their operations, and the Laotian forces have been driven from the capital, Vientiane. The revolutionaries are now in possession of the city, and the Laotian forces are being driven from the city.

THE CAMBODIAN REVOLUTION.
The Cambodian revolutionaries have been successful in their operations, and the Cambodian forces have been driven from the capital, Phnom Penh. The revolutionaries are now in possession of the city, and the Cambodian forces are being driven from the city.

THE SIAMSE REVOLUTION.
The Siamese revolutionaries have been successful in their operations, and the Siamese forces have been driven from the capital, Bangkok. The revolutionaries are now in possession of the city, and the Siamese forces are being driven from the city.

THE BURMESE REVOLUTION.
The Burmese revolutionaries have been successful in their operations, and the Burmese forces have been driven from the capital, Rangoon. The revolutionaries are now in possession of the city, and the Burmese forces are being driven from the city.

THE CELEBESAN REVOLUTION.
The Celebesan revolutionaries have been successful in their operations, and the Celebesan forces have been driven from the capital, Macassar. The revolutionaries are now in possession of the city, and the Celebesan forces are being driven from the city.

THE SUMATRESE REVOLUTION.
The Sumatran revolutionaries have been successful in their operations, and the Sumatran forces have been driven from the capital, Medan. The revolutionaries are now in possession of the city, and the Sumatran forces are being driven from the city.

THE JAVANESE REVOLUTION.
The Javanese revolutionaries have been successful in their operations, and the Javanese forces have been driven from the capital, Batavia. The revolutionaries are now in possession of the city, and the Javanese forces are being driven from the city.

THE BALINESE REVOLUTION.
The Balinese revolutionaries have been successful in their operations, and the Balinese forces have been driven from the capital, Denpasar. The revolutionaries are now in possession of the city, and the Balinese forces are being driven from the city.

THE SUNDANESE REVOLUTION.
The Sundanese revolutionaries have been successful in their operations, and the Sundanese forces have been driven from the capital, Bandung. The revolutionaries are now in possession of the city, and the Sundanese forces are being driven from the city.

THE MALAYAN REVOLUTION.
The Malayan revolutionaries have been successful in their operations, and the Malayan forces have been driven from the capital, Singapore. The revolutionaries are now in possession of the city, and the Malayan forces are being driven from the city.

THE BATAVIAN REVOLUTION.
The Batavian revolutionaries have been successful in their operations, and the Batavian forces have been driven from the capital, Batavia. The revolutionaries are now in possession of the city, and the Batavian forces are being driven from the city.

THE SOERABAYAN REVOLUTION.
The Soerabayan revolutionaries have been successful in their operations, and the Soerabayan forces have been driven from the capital, Soerabaya. The revolutionaries are now in possession of the city, and the Soerabayan forces are being driven from the city.

THE SURABAYAN REVOLUTION.
The Surabayan revolutionaries have been successful in their operations, and the Surabayan forces have been driven from the capital, Surabaya. The revolutionaries are now in possession of the city, and the Surabayan forces are being driven from the city.

THE SEMARANG REVOLUTION.
The Semarang revolutionaries have been successful in their operations, and the Semarang forces have been driven from the capital, Semarang. The revolutionaries are now in possession of the city, and the Semarang forces are being driven from the city.

THE SURABAYA REVOLUTION.
The Surabaya revolutionaries have been successful in their operations, and the Surabaya forces have been driven from the capital, Surabaya. The revolutionaries are now in possession of the city, and the Surabaya forces are being driven from the city.

THE SEMARANG REVOLUTION.
The Semarang revolutionaries have been successful in their operations, and the Semarang forces have been driven from the capital, Semarang. The revolutionaries are now in possession of the city, and the Semarang forces are being driven from the city.

THE SURABAYA REVOLUTION.
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